

**REVISED SUBSTANTIVE PROPOSED CODE CHANGES
2004 CODE CYCLE**

Proposed Amendment

PART 2 - CHAPTER 2 – DEFINITIONS AND ABBREVIATIONS

SECTION 217 – P

[For HCD 1 & HCD 2, DSA/AC] PUBLIC ACCOMMODATION includes, but is not limited to, any building or facility or other specific public use facilities not listed in Items 1 through 12 if they fall into one or more of the following categories:

1. Places of public lodging.
2. Establishments serving food or drink open to public use.
3. Places of exhibition or entertainment open to public use.
4. Places of public gathering.
5. Sales or rental establishments open to public use.
6. Service establishments open to public use.
7. Stations used for public transportation.
8. Places of public display or collection.
9. Places of public recreation.
10. Places of public education.
11. Social service center establishments open to public use.
12. Places of exercise or recreation open to public use.

Examples of public accommodations for purposes of this code shall include, but not be limited to, the following private entities:

1. An inn, hotel, motel or other place of public lodging, except for a lodging house located within a building that contains not more than five rooms for rent or hire and that is actually occupied by the proprietor of the establishment as the residence of the proprietor.
2. A restaurant, bar, or other establishment serving food or drink.
3. A motion picture house, theater, concert hall, stadium or other place of exhibition or entertainment.
4. An auditorium, convention center, lecture hall, or other place of public gathering.
5. A bakery, grocery store, clothing store, hardware store, shopping center, or other sales or retail establishment.
6. A laundromat, dry cleaner, bank, barber shop, beauty shop, travel service, shoe repair service, funeral parlor, gas station, office of an accountant or lawyer, pharmacy, insurance office, professional office of a health care provider, hospital or other service establishment.
7. A terminal, depot, or other station used for specified public transportation.
8. A museum, library, gallery, or other place of public display or collection.
9. A park, zoo, amusement park, or other place of recreation.
10. A nursery, elementary, secondary, undergraduate, or post-graduate private school, or other place of education.
11. A day-care center, senior citizen center, homeless shelter, food bank, adoption agency or other social service center establishment.
12. A gymnasium, health spa, bowling alley, golf course, or other place of exercise.
13. A church.
14. An office building.
15. A public curb or sidewalk.

EXCEPTION: See Chapter 11A, Section 4402A.16-P ~~1107A.16-P.~~ [For DSA/AC] This exception is not adopted by DSA/AC.

Reason

In 217 – P the definition of Public accommodation departs from the federal standard 36.104 (Part 36 – NON DISCRIMINATION ON THE BASIS OF DISABILITY BY PUBIC ACCOMMODATIONS AND IN COMMERCIAL FACILITIES). Section 36.104 states:

“Place of public accommodation means a facility, operated by a private entity, whose operations affect commerce and fall within at least one of the following categories –(1) An inn, hotel, motel, or other place of lodging, except for an establishment located within a building that contains not more than five rooms for rent or hire and that is actually occupied by the proprietor of the establishment as the residence of the proprietor; (2) A restaurant, bar, or other establishment serving food or drink; (3) A motion picture house, theater, concert hall, stadium, or other place of exhibition or entertainment; (4) An auditorium, convention center, lecture hall, or other place of public gathering; (5) A bakery, grocery store, clothing store, hardware store, shopping center, or other sales or rental establishment; (6) A laundromat, dry-cleaner, bank, barber shop, beauty shop, travel service, shoe repair service, funeral parlor, gas station, office of an accountant or lawyer, pharmacy, insurance

office, professional office of a health care provider, hospital, or other service establishment; (7) A terminal, depot, or other station used for specified public transportation; (8) A museum, library, gallery, or other place of public display or collection; (9) A park, zoo, amusement park, or other place of recreation; (10) A nursery, elementary, secondary, undergraduate, or postgraduate private school, or other place of education; (11) A day care center, senior citizen center, homeless shelter, food bank, adoption agency, or other social service center establishment; and (12) A gymnasium, health spa, bowling alley, golf course, or other place of exercise or recreation.

DSA/AC is proposing to amend the CBC definition of Public Accommodation under 'examples of public accommodations' items #1 to be consistent with the federal standard 36.104. The cross-reference to 1102A.16-P in the Exception is shown in error. No definition for public accommodation is found in 1102A.16-P. DSA/AC is proposing to amend the cross-reference to be consistent with the new numbering by HCD in 11A. DSA/AC is proposing to amend the exception to indicate "DSA/AC does not adopt this exception".

Notes:

Proposed Amendment

PART 2 - CHAPTER 2 – DEFINITIONS AND ABBREVIATIONS

SECTION 220 – S

*[For HCD 1 & HCD 2, ~~DSA/AC~~, SFM] **STAIRWAY.** Two or more risers shall constitute a stairway.*

*[For DSA/AC] **STAIRWAY.** One or more risers shall constitute a stairway*

Reason

In 220 – S – (STAIRWAY) Since handrails are required by code for 'stairways', it appears that there is no requirement for single steps. Model code does not address accessibility at single step conditions. The DSA/AC, must review any and all work which effects accessibility for path of travel, functional areas, outdoor gates, fences, outdoor surfaces, landscaping, and grading. Government Code 4450 requires compliance with the Americans with Disabilities Act Accessibility Guidelines until minimum standards are adopted. Therefore, in order to meet State legislative mandates to approve plans meeting the intent of Gov. Code 4450, DSA/AC does require handrails at single step conditions where path of travel to new work is required to be accessible. Therefore, DSA/AC is proposing to repeal adoption of the definition which states: "Stairway. Two or more risers shall constitute a stairway." DSA/AC is proposing to adopt a new definition which states: "Stairway. One or more risers shall constitute a stairway."

Notes:

--

Proposed Amendment

PART 2 - CHAPTER 2 – DEFINITIONS AND ABBREVIATIONS

SECTION 220 – S

STORY. Is that portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except that the topmost story shall be that portion of a building included between the upper surface of the topmost floor and the ceiling or roof above. If the finished floor level directly above a usable or unused under-floor level is not more than 6 feet (1829 mm) above grade, as defined herein, for more than 50 percent of the total perimeter or is more than 12 feet (3658 mm) above grade, as defined herein, at any point, such usable or unused under-floor space shall be considered as a story. *[For DSA/AC] See Health and Safety Code, Section 19955.3(a)*

“19955.3 (a) "Story" means that portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except that the topmost story shall be that portion of a building included between the upper surface of the topmost floor and the ceiling or roof above. If the finished floor level directly above a basement or unused under-floor space is more than six feet above grade for more than 50 percent of the total perimeter or is more than 12 feet above grade at any point, the basement or unused under-floor space shall be considered as a story.”

STORY, FIRST, is the lowest story in a building that qualifies as a story, as defined herein, except that a floor level in a building having only one floor level shall be classified as a first story, provided such floor level is not more than 4 feet (12219 mm) below grade, as defined herein, for more than 50 percent of the total perimeter, or not more than 8 feet (2438 mm) below grade, as defined herein, at any point. *[For DSA/AC] See Health and Safety Code, Section 19955.3(b).*

“19955.3 (b) "First story" means the lowest story in a building which qualifies as a story and which provides the basic services or functions for which the building is used. A floor level in a building having only one floor level shall be classified as a first story, if the floor level is not more than four feet below grade, for more than 50 percent of the total perimeter, or more than eight feet below grade at any point.”

Reason

In 220 – S – (STORY) and (STORY, FIRST) Currently there is no adoption indicator for DSA/AC regarding definition of 'Story'. A definition is necessary to coordinate between the definition of 'story and first story'. First story is adopted by DSA/AC which references Health & Safety Code Section 19955.5 (b). DSA/AC is proposing to adopt a cross-reference referring to the definitions of 'story' in Health and Safety Code, Section 19955.3 (a). For clarification purposes, the applicable sections of the Health and Safety Codes for story and first story are repeated for clarit.

Notes:

Proposed Amendment

PART 2 - CHAPTER 11A – HOUSING ACCESSIBILITY

SECTION 1107A [For HCD 1/AC & DSA/AC] — DEFINITIONS

For the purpose of this chapter, certain terms are defined as follows:

1107A.4-D

DETECTABLE WARNING is a standardized surface or feature built into or applied to walking surfaces or other elements to warn visually impaired persons of hazards in the circulation path ~~of travel~~. Only approved DSA/AC detectable warning products and directional surfaces shall be installed as provided in the CCR, Title 24, Part 1 Article 2, 3, and 4. Refer to CCR, Title 24, Part 12, Chapter 12-11A and B for building and facilities access specifications for product approval for detectable warning products and directional surfaces.

NOTE: Detectable warning products and directional surfaces installed after January 1, 2001, shall be evaluated by an independent entity, selected by the Department of General Service's, Division of the State Architect – Access Compliance, for all occupancies, including transportation and other outdoor environments, except that when products and surfaces are for use in residential housing, evaluation shall be in consultation with the Department of Housing and Community Development. See Government Code Section 4460.

CHAPTER 11B [For DSA/AC]

SECTION 1102B – DEFINITIONS

1102A.4-D and SECTION 1102B – DEFINITIONS

DETECTABLE WARNING is a standardized surface or feature built into or applied to walking surfaces or other elements to warn visually impaired persons of hazards in the circulation path ~~of travel~~. Only approved DSA/AC detectable warning products and directional surfaces shall be installed as provided in the California Code of Regulations (CCR). Title 24, Part 1, Articles 2, 3 and 4. Refer to CCR Title 24, Part 12, Chapter 12-11A and B, for building and facility access specifications for product approval for detectable warning products and directional surfaces.

NOTE: Detectable warning products and directional surfaces installed after January 1, 2001, shall be evaluated by an independent entity, selected by the Department of General Service's, Division of the State Architect – Access Compliance, for all occupancies, including transportation and other outdoor environments, except that when products and surfaces are for use in residential housing, evaluation shall be in consultation with the Department of Housing and Community Development. See Government Code Section 4460.

Reason

In 1107A.4-D (Detectable Warning) and 1102B (Definitions) the definitions for detectable warnings erroneously refers to the 'path of travel' which is inconsistent with the ADA definition of Detectable Warning. DSA/AC is proposing to correct sentence by deleting the words 'path of travel' where it should read 'circulation path' since persons with visual impairment may wander away from the path. This amendment would make the definition consistent with ADA 3.5 definition of Detectable Warning which reads:

"Detectable Warning. A standardized surface feature built in or applied to walking surfaces or other elements to warn visually impaired people of hazards on a circulation path."

Notes:

Proposed Amendment
**PART 2 - CHAPTER 11B – ACCESSIBILITY TO PUBLIC BUILDINGS, PUBLIC ACCOMMODATIONS,
COMMERCIAL BUILDINGS AND PUBLICLY FUNDED HOUSING**

SECTION 1104B – ACCESSIBILITY FOR GROUP A OCCUPANCIES

1104B.6 Religious Facilities.

1104B.6.3 Assembly areas. *Assembly areas shall be made accessible to persons with disabilities. Enclosed and unenclosed platforms, stages, and similar areas in assembly areas shall conform to these requirements.*

Reason

In 1104B.6.3 (Assembly areas) Current application does not extend to all types of stages in similar areas. DSA/AC is proposing to clarify the requirement for accessibility includes unique areas that may be similar to stages and platforms. Cost Impact would apply to large theaters and auditoriums but there are cost savings by this regulations change and would not be exposed to construction errors where ADA requirements supersede.

Notes:

Proposed Amendment

PART 2 - CHAPTER 11B – ACCESSIBILITY TO PUBLIC BUILDINGS, PUBLIC ACCOMMODATIONS, COMMERCIAL BUILDINGS AND PUBLICLY FUNDED HOUSING

SECTION 1115B – BATHING AND TOILET FACILITIES

1115B.2 Toilet Facilities.

1115B.2.1 Accessible water closets.

1115B.2.1.3 Accessible showers.

1115B.2.1.3.1 Water controls of a single-lever design shall be located on a sidewall adjacent to ~~opposite~~ the seat and operable with a maximum force of 5-lbf (22.2 N). The controls shall be located 40 inches (1016 mm) [plus or minus 1 inch (25 mm) tolerance] above the shower floor.

Reason

In **1115B.2.1.3.1 (Accessible showers)** the cross-reference to “Water controls ... “opposite” the seat..., the word “opposite” is incorrect. DSA/AC is proposing to correct the word “opposite” to read “adjacent to” to be consistent with 1115B.6.2.4.1.

“1115B.6.2.4.1. Water controls. Water controls of a single-lever design shall be located on the side wall of the compartment adjacent to the seat and operable with a maximum for of 5 lb mounted at 40 inches [plus or minus 1 inch tolerance] above the shower floor, and the centerline of the controls shall e within a reach range of no less than 18 inches and no more than 24 inches from the rear edge of the seat.”

Notes:

Proposed Amendment

PART 2 - CHAPTER 11B – ACCESSIBILITY TO PUBLIC BUILDINGS, PUBLIC ACCOMMODATIONS, COMMERCIAL BUILDINGS AND PUBLICLY FUNDED HOUSING

SECTION 1115B – BATHING AND TOILET FACILITIES

1115B.2 Toilet Facilities.

1115B.2.1 Accessible water closets.

1115B.2.1.3 Accessible showers.

1115B.2.1.3.3 *Where shower facilities for persons with disabilities are provided in areas subject to excessive vandalism, in lieu of providing the fixed flexible hose and handheld showerhead required above two wall-mounted showerheads shall be installed. Each showerhead shall be controlled so that it can be operated independently of the other and shall have swivel angle adjustment, both vertically and horizontally. One showerhead shall be located at a height of 48-inches (1219 mm) ~~40 inches (1016 mm)~~ [plus or minus 1 inch (25 mm) tolerance] above the floor.*

Reason

In 1115B.2.1.3.3 the cross-reference to the 40 inches is incorrect. DSA/AC is proposing to correct cross-reference to be consistent with 1115B.6.2.4.3 and Figures 11B-2A & B to read “48-inches (1219 mm).”

“1115B.6.2.4.3. Sprayer unit alternative. Except within guest rooms and suites in hotels, motels and similar transient lodging establishments where accessible shower facilities are provided in flexible hose, two wall-mounted shower heads shall be installed. Each shower head shall be installed so that it can be operated independently of the other and shall have swivel angle adjustments, at a height of 48 inches [plus or minus 1 inch tolerance] above the floor.”

Notes:

Proposed Amendment

PART 2 - CHAPTER 11B – ACCESSIBILITY TO PUBLIC BUILDINGS, PUBLIC ACCOMMODATIONS, COMMERCIAL BUILDINGS AND PUBLICLY FUNDED HOUSING

SECTION 1116B – ELEVATORS AND SPECIAL ACCESS (WHEELCHAIR) LIFTS

1116B.1 Elevators.

1116B.1.9 Car controls. *Identification for the visually impaired shall be as follows:*

Passenger elevator car controls shall have a minimum dimension of 3/4-inch (19.1 mm) and shall be raised 1/8 inch (3.2 mm) plus or minus 1/32 inch (0.8 mm) above the surrounding surface.

Control buttons shall be illuminated shall have square shoulders and shall be activated by a mechanical motion that is detectable.

All control buttons shall be designated by a 5/8-inch-minimum (15.9 mm), characters which conform to Section 1117B.5.6, or standard raised symbol immediately to the left of the control button. Grade 2 Braille, which conforms to Section 1117B.5.2 shall be located immediately below the character or symbol. A minimum clear space of 3/8 inch (9.5 mm) or other suitable means of separation shall be provided between rows of control buttons.

NOTE: See Figure 11B-40B.

The raised characters and symbols shall be white on a black background.

Controls and emergency equipment identified by raised symbols shall include, but not be limited to, door open, door close, alarm bell, emergency stop and telephone. The call button for the main entry floor shall be designated by a raised star at the left of the floor designation.

Reason

1116B.1.9 is amended to correct a publication error that was made in the July 19, 1989 publication of section 5103(d.1) 4. Car inside (B) CCR Title 24 Regulations. This section was drafted through a collaborative effort of elevator companies: OTIS, Westinghouse, Dover, Montgomery; California Council of the Blind, and Ed Chandler of the Office of the State Architect, which included the third paragraph "The raised characters and symbols shall be white on a black background." This language went through the public hearing process and was adopted by the office of the State Architect. However, it was not until after the publication of the 1994 edition of the California Code of Regulations Title 24 that it was discovered the text "and symbols" had not been included in the 1989 and 1994 editions. What is to be attempted at this time is to correct the text to include "and symbols" so to have consistency and standardization of the color used for raised characters and symbols on elevator car control panels. Also, this would bring the section into conformity with the general practice of the elevator industry to provide tactile signs with raised characters and symbols that are white on a black background. The purpose is to specify that all elevator car control signs are to have raised characters and symbols that are white on a black background. The potential does exist that an elevator car control panel could have raised symbols that are non-white in color, which would provide little or no visual contrast to persons with low vision. Without adequate visual contrast persons with low vision cannot safely operate an elevator, particularly during an emergency when there is a need to push the "emergency stop" and "alarm buttons."

Research such as "Information Systems for Low Vision Persons, Final Report, by the Architectural and Transportation Barriers Compliance Board, November 28, 1996, page 5.11" and the information transfer problems of the partially sighted sponsored by the Rehabilitation Services Administration of the U.S. Department of Health, Education and Welfare (HEW) have found that more than 70 percent of the time low vision individuals prefer to view light symbols on a dark background rather than a dark symbols on a light background. Furthermore, the HEW research found that persons with low vision prefer white characters/symbols on a black background over any other color combination including metallic colors e.g. gold, silver, and brass, etc. The combination of white on black will make symbols for operating controls more highly visible to persons with low vision.

Notes:

Proposed Amendment

**PART 2 - CHAPTER 11B – ACCESSIBILITY TO PUBLIC BUILDINGS, PUBLIC ACCOMMODATIONS,
COMMERCIAL BUILDINGS AND PUBLICLY FUNDED HOUSING**

SECTION 1116B – ELEVATORS AND SPECIAL ACCESS (WHEELCHAIR) LIFTS

1116B.1 Elevators.

1116B.1.10 Hall Call Buttons. ~~Car position indicator and signal.~~ The centerline of the hall call button shall be within 42 inches (1067 mm) of the floor. Buttons shall be a minimum of 3/4-inch (19.1mm) in size and shall be raised 1/8 inch (3.2 mm) [plus or minus 1/32 inch (0.8 mm)] above the surrounding surface. Visual indication shall be provided to show each call registered and extinguished when answered. Objects adjacent to, and below, hall call buttons shall not project more than 4 inches (102 mm) from the wall. ~~**1116B.1.13 Hall buttons.** The centerline of the hall call buttons shall be a nominal 42 inches (1067 mm) above the floor.~~

~~Direction buttons, exclusive of border, shall be a minimum of 3/4 inch (19.1 mm) in size, raised, flush or recessed. Visual indication shall be provided to show each call registered and extinguished when the call is answered. Hall call buttons shall be internally illuminated with a white light over the entire surface of the button. Depth of flush or recessed button when operated shall not exceed 3/8 inch (9.5 mm).~~

1116B.1.11 Handrails. A handrail shall ...

1116B.1.12 Minimum illumination. The minimum ...

1116B.1.13 (Hall Buttons) Was relocated to be included with 1116B.1.10 and amended.

~~**1116B.1.14 1116B.1.13 Hall lantern.** A visual and audible signal ...~~

~~**1116B.1.15 1116B.1.14 Doorjamb marking.** Passenger elevator landing...~~

~~**1116B.1.16 1116B.1.15 Location.** Passenger elevators shall be located ...~~

Reason

In 1116B.1.10 (Car position indicator and signal) the title is incorrect. DSA/AC is proposing to amend the title to read 'Hall call buttons'. DSA is also moving the provisions of 1116B.1.13 (Hall buttons) into 1116B.1.10, which is now 'Hall call buttons'. DSA is deleting all of 1116B.1.13 with the exception of sentence 4. The provisions requiring that 'Hall call buttons shall be internally illuminated with a white light over the entire surface of the button.' will remain in tact. In an effort to consolidate accessibility requirements in Chapter 11B DSA moved accessibility language from Chapter 30 to Chapter 11B. We unintentionally moved some model code text into CA amendments into Chapter 11B and this revision corrects that.

In **1116B.1.13 (Hall buttons)** see 1116B.1.10.

In **1116B.1.14, 1116B.1.15 and 1116B.1.16** with the relocation of 1116B.1.13 the numbering would be incorrect. DSA/AC is proposing to renumber 1116B.1.14, 1116B.1.15 and 1116B.1.16 to read 1116B.1.13 (Hall lantern), 1116B.1.14 (Doorjamb marking) and 1116B.1.15 (Location).

Notes:

Proposed Amendment

PART 2 - CHAPTER 11B – ACCESSIBILITY TO PUBLIC BUILDINGS, PUBLIC ACCOMMODATIONS, COMMERCIAL BUILDINGS AND PUBLICLY FUNDED HOUSING

SECTION 1116B – ELEVATORS AND SPECIAL ACCESS (WHEELCHAIR) LIFTS

1116B.3 Special Access (Wheelchair) Lifts. ~~Special access (wheelchair) lifts shall not be used as a component of an exit component in an egress system.~~

~~**EXCEPTION:** When provided as a means of egress component per Section 1116B.2.2 the specialty access lift is permitted to be part of an accessible exit component when:~~

- ~~1. The building has a supervised automatic sprinkler system.~~
- ~~2. The area served by the special access lift does not serve more than 4 wheelchair viewing positions.~~
- ~~3. The length of the common path of travel to a point where the occupant has a choice of two directions to an exit shall not exceed 30 feet (9144 mm). The length of the common path of travel shall include the vertical travel distance of the lift.~~
- ~~4. The special access lift is provided with standby power or with self-recharging battery power that provides sufficient power to operate all platform lift functions for a minimum of 5 (five) upward and downward trips.~~

~~**1116B.3.1** Platform lifts used, as a component in a means of egress system shall conform to the requirements of Section 1116B.3.~~

~~**1116B.3.2** Platform lifts shall be provided with standby power or with self-rechargeable battery power that provides sufficient power to operate all platform lift functions for a minimum of 5 (five) upward and downward trips.~~

~~**1116B.3.3** When used to comply to Section 1116B.2.2 wheelchair viewing position line of sight and dispersion requirements of Chapter 11B and the maximum distance to a point where the occupant has a choice of two directions of travel to an exit shall not exceed 30 feet (9144 mm) from the point where the wheelchair occupant is seated. Where a platform lift is used as the accessible means of egress, the maximum distance shall include the vertical travel distance of the platform lift.~~

~~**1116B.3 When provided as a means of egress.** Special access (wheelchair) lifts, when provided as a component in an accessible means of egress, shall conform to the requirements of Section 1116B.3.~~

~~**1116B.3.1 Standby Power.** To ensure continued operation in case of primary power loss, special access (wheelchair) lifts shall be provided with standby power or with self-rechargeable battery power that provides sufficient power to operate all platform lift functions for a minimum of 5 (five) upward and downward trips.~~

~~**1116B.3.2** Special access (wheelchair) lifts, when provided per Section 1116B.2.2, are permitted to be a component of an accessible means of egress when the area served by the special access lift does not serve more than 4 wheelchair viewing positions and where any one of the following conditions exist:~~

- ~~1. The building has a supervised automatic sprinkler system.~~
- ~~2. The maximum distance from the point where the wheelchair occupant is seated to a point where the occupant has a choice of two directions of travel to an exit shall not exceed 30 feet (9144 mm). The length of the path of travel shall include the vertical travel distance of the lift.~~

Reason

In 1116B.3 (Special Access (Wheelchair) Lifts) the sections within 1116B.3, 1116.3.1, 3.2 and 3.3 overlap and duplicate each other. DSA/AC is proposing to repeal the confusing text and adopt reformatted provisions to provide clarity regarding platform lift (wheelchair lift) when provided as a component in an accessible means of egress.

Notes:

Proposed Amendment

PART 2 - CHAPTER 11B – ACCESSIBILITY TO PUBLIC BUILDINGS, PUBLIC ACCOMMODATIONS, COMMERCIAL BUILDINGS AND PUBLICLY FUNDED HOUSING

SECTION 1117B – OTHER BUILDING COMPONENTS

1117B.5 Signs and Identification.

1117B.5.1 ~~International Symbol of Accessibility~~ 4. General. When new or additional signs and/or identification devices are provided, or when existing signs and/or identification devices are replaced or altered, the new or altered signs and/or identification devices shall comply with 1117B.5. The addition of or replacement of signs and/or identification devices shall not trigger any additional path of travel requirements.

1. 2. Identification signs. When signs identify permanent rooms and spaces of a building or site, they shall comply with 1117B.5.2, 1117B.5.3, 1117B.5.5, 1117B.5.6 and 1117B.5.7.

NOTES:

1. For other means of egress signs and identification provisions adopted by SFM & DSA/AC see Chapter 10, Sections 1003.2.8.1 for Visual Exit Signs, 1003.2.8.2 for Where Required, 1003.2.8.3 for Graphics, 1003.2.8.4 for Illumination, 1003.2.8.5 for Power Source, 1003.2.8.6 for Tactile Exit Signage, 1003.2.8.6.1 for Where Required, 1003.3.3.13.1 for Tactile Stair Level Identification Sign, and 1003.3.1.10 for Special Egress-control Devices.

2. See also section 1116B for additional signage requirements applicable to elevators and section 1115B.5 for sanitary facilities.

2. 3. Direction and informational signs. When signs direct ...

3. 4. Accessibility signs. When signs identify, direct or ...

4. Plan Review and Inspection. Identification, direction, informational and accessibility signs specified in this section, in addition to elevator car control identification in Section 1116B.1.9 and elevator doorjamb marking in Section 1116B.1.15 are not features exempt from permit as cosmetic or finish work. Plans and specifications or other documents indicating compliance with these regulations shall be submitted to the enforcing agency for review and shall receive written approval for new construction or when these features are added, replaced or altered due to renovation, alterations, structural repair or additions to existing buildings and facilities. See 1134B.2.1.

Installations shall be field inspected for compliance with these regulations and approved prior to the issuance of a certificate of occupancy, or in the case where no certificate of occupancy is granted, prior to final inspection. Such inspections shall include, but not be limited to, confirmation that Braille dots and Braille cells are properly spaced and raised characters are properly sized and proportioned. Prepunched Braille templates, guides, or other tools shall be used.

Reason

In **1117B.5.1 (International Symbol of Accessibility)**, the title is incorrect. Proposing to correct the title to read '1117B.5.1 General' to clarify that the broad (general) provisions for signs and identification are in 1117B.5.1. To accomplish this 1117B.5.1#1 is moved to 1117B.5.1. The title of #1 will remain (General) as the new title of 1117B.5.1. Text under #1 is also being moved to 1117B.5.1. Deleting the title of 'International Symbol of Accessibility' is necessary because in reality the standards for International Symbol of Accessibility are currently placed in 1117B.5.8.1.

In **1117B.5.1 (NOTE)**, the 'NOTE' is amended to be plural to read as the 1st Note (NOTES: 1.). A 2nd note is adopted to refer to other signage requirements applicable to elevators. Existing items 2, 3 and 4 are renumbered as items 1. (Identification signs), 2. (Direction and informational signs), and 3. (Accessibility signs).

1117B.5.1 Item 4 in response to the mandate of Senate Bill 1242, DSA/AC is proposing to adopt a new item #4 regarding plan review and inspection. These new provisions would provide identification, direction, informational and accessibility signs specified in this section, in addition to elevator car control identification in Section 1116B.1.9 and elevator doorjamb marking in Section 1116B.1.15 are not features exempt from permit as cosmetic or finish work. Plans and specifications or other documents indicating compliance with these regulations shall be submitted to the enforcing agency for review and shall receive written approval for new construction or when these features are added, replaced or altered due to renovation, alterations, structural repair or additions to existing buildings and facilities. See 1134B.2.1.

Installations shall be field inspected for compliance with these regulations and approved prior to the issuance of a certificate of occupancy, or in the case where no certificate of occupancy is granted, prior to final inspection. Such inspections shall include, but not be limited to, confirmation that Braille dots and Braille cells are properly spaced and raised characters are properly sized and proportioned. Pre-punched Braille templates, guides, or other tools shall be used.

Notes:

Proposed Amendment

PART 2 - CHAPTER 11B – ACCESSIBILITY TO PUBLIC BUILDINGS, PUBLIC ACCOMMODATIONS, COMMERCIAL BUILDINGS AND PUBLICLY FUNDED HOUSING

SECTION – OTHER BUILDING COMPONENTS

1117B.5 Signs and Identification.

1117B.5.2 Finish and contrast. Characters, symbols and their background shall have a non-glare finish. Characters and symbols shall contrast a minimum of 70% with their background, either light ~~characters~~ on a dark background or dark ~~characters~~ on a light background.

The LRV (light reflectance value) of a materials' finish shall be determined by ASTM E1349-90 (1998) or equivalent standard. To determine contrast, use the following formula, or per ASTM D2616-96 or equivalent gray scale standard:

Contrast = (B1 - B2) / B1 X 100 where
B1 = light reflectance value (LRV) of the lighter area, and
B2 = light reflectance of the darker area.

Reason

In **1117B.5.2 (Finish and Contrast)**, is amended to provide clarity that the minimum contrast between dark and light is 70%. DSA/AC is proposing to add 70% minimum contrast between dark and light in the 2nd sentence. DSA/AC is proposing to delete the words 'characters' in the 2nd sentence for clarity and proper grammar. Section is also amended to include light reflectance value.

Notes:

Proposed Amendment

PART 2 - CHAPTER 11B – ACCESSIBILITY TO PUBLIC BUILDINGS, PUBLIC ACCOMMODATIONS, COMMERCIAL BUILDINGS AND PUBLICLY FUNDED HOUSING

SECTION 1117B – OTHER BUILDING COMPONENTS

1117B.5 Signs and Identification.

1117B.5.5 Raised characters and pictorial symbol signs... When raised characters ...

- 4. Character placement.** *Characters and Braille shall be in a horizontal format. Braille shall be placed a minimum of 3/8 inch and a maximum of 1/2 inch directly below the tactile characters; flush left or centered. When tactile text is multi-lined, all Braille shall be placed together below all lines of tactile text.*

Reason

In 1117B.5.5 (Raised characters and pictorial symbol signs ...) Item #4 (Character placement) is adopted to include a provision for character placement for Braille signage. This has to do with raised characters. All required signage should have characters in a horizontal format. Braille should be placed directly below the tactile character, flushed left or centered. A minimum of 3/8 inch and a maximum of 1/2 inch between the bottom of tactile and the top of the Braille. When text is multi-lined, put Braille together below all lines of tactile text.

Notes:

Proposed Amendment

PART 2 - CHAPTER 11B – ACCESSIBILITY TO PUBLIC BUILDINGS, PUBLIC ACCOMMODATIONS, COMMERCIAL BUILDINGS AND PUBLICLY FUNDED HOUSING

SECTION 1117B – OTHER BUILDING COMPONENTS

1117B.5 Signs and Identification.

1117B.5.6 Braille. *Contracted Grade 2 Braille shall be used wherever Braille is required in other portions of these standards. Dots shall be 1/10 inch (2.54 mm) on centers in each cell with 2/10-inch (5.08 mm) space between cells, measured from the second column of dots in the first cell to the first column of dots in the second cell. Dots shall be raised a minimum of 1/40 inch (0.635 mm) above the background. Braille dots shall be domed or rounded.*

Reason

In **1117B.5.6 (Braille)** is amended to present a non-abrasive surface to the finger for reading Braille dots. The current provisions in 1117B.5.6 for Grade 2 Braille tend to produce Braille that is sometimes of inferior quality and less durable. Sharp tapering or pointed dots, though very distinct at first, soon irritate and confuse the touch; the dots should therefore be made dome-shaped or rounded, so as to present a non-abrasive surface to the finger. It is important that dot shape shall be of maximum comfort to the reader. Amending 1117B.5.6 would provide clarity and consistency in the application for Braille dots. To make certain this occurs proposing to amend 1117B.5.6 to include 'Braille dots shall be domed or rounded.

Notes:

Proposed Amendment

PART 2 - CHAPTER 11B – ACCESSIBILITY TO PUBLIC BUILDINGS, PUBLIC ACCOMMODATIONS, COMMERCIAL BUILDINGS AND PUBLICLY FUNDED HOUSING

SECTION 1117B – OTHER BUILDING COMPONENTS

1117B.5 Signs and Identification.

1117B.5.7 Mounting location and height. *Where permanent identification is provided for rooms and spaces, signs shall be installed on the wall adjacent to the latch side, ~~outside~~ of the door. Where there is no wall space on the latch side, including at double leaf doors, signs shall be placed on the nearest adjacent wall, preferably on the right.*

Mounting height shall be 60 inches (1524 mm) above the finish floor to the center line of the sign. Mounting location shall be determined so that a person may approach within 3 inches (76 mm) of signage without encountering protruding objects or standing within the swing of a door.

NOTE: See also Section 1115B.5 for additional signage requirements applicable to sanitary facilities.

Reason

In **1117B.5.7 (Mounting location and height)** the 1st sentence is incorrectly worded, which is causing misunderstanding regarding proper installation and application for Braille signage. 1117B.5.7 is amended to correct the 1st sentence to avoid confusion in the application of mounting location for signs by correcting the words 'latch outside of the door' to now read 'latch side, of the door'.

Notes:

Proposed Amendment

PART 2 – CHAPTER 11B – ACCESSIBILITY TO PUBLIC BUILDINGS, PUBLIC ACCOMMODATIONS, COMMERCIAL BUILDINGS AND PUBLICLY FUNDED HOUSING

Related Change to 1117B.5.1 (1127B.3 and 1133B.1.1.1.1 Exception #2)

SECTION 1127B – EXTERIOR ROUTES OF TRAVEL

1127B.1 General. Site development and ...

EXCEPTIONS:

1. Where the enforcing ...
2. In existing buildings, this ...

NOTE: See Section 101.17.11, Item 5 ~~Item 4~~.

1127B.3 Signs. At every primary public entrance and at every major junction where the accessible route of travel diverges from the regular pathway, along or leading to an accessible route of travel, entrance, or facility, there shall be a sign displaying the ~~i~~International ~~s~~Symbol of ~~a~~Accessibility. Signs shall indicate the direction to accessible building entrances and facilities and shall comply with the requirements found in Sections 1117B.5.1 Item 2 and 1117B.5.8.1. ~~1117B.5 through 1117B.5.9.~~

SECTION 1133B – GENERAL ACCESSIBILITY FOR ENTRANCES, EXITS AND PATHS OF TRAVEL

1133B.1.1 Entrances.

1133B.1.1.1 Entrances and exterior ground floor exit doors.

1133B.1.1.1.1 All entrances and exterior ... Sections 1118B.1 and 1118B.2.

EXCEPTIONS:

1. Exterior ground-floor exits ...
2. Exits in excess of those required by Section 1114B.2.1, and which are more than 24 inches (610 mm) above grade are not required to be accessible. Such doors shall have signs warning that they are not accessible. Warning signs shall comply with Section 1117B.5.1 Item 2. ~~1117B.5.~~
3. In existing buildings ... by persons with disabilities.
4. These building standards shall not apply to existing buildings when legal or physical constraints will not allow compliance with these building standards or equivalent facilitation without creating an unreasonable hardship. See Section 101.17.11, Item 5 ~~Item 4~~, Special Conditions for Persons with Disabilities Requiring Appeals Action Ratification.

Reason

In **1127B.1 (General)** in the Note the cross-reference to Section 101.17.1, Item 4 is incorrect. DSA/AC is proposing to amend to read Item 5.

In **1127B.3 (Signs)** this section is amended to clarify that at every primary public entrance and at every major junction 'where the accessible route of travel diverges from the regular pathway', along or leading to an accessible route of travel, 'entrance, or facility', there would be a sign displaying the International Symbol of Accessibility. Cross-references in the last sentence to Sections 1117B.5 through 1117B.5.9 are incorrect. DSA/AC is proposing to amend cross-references to read Sections '1117B.5.1 Item 2 and 1117B.5.8.1'. The words international symbol of accessibility should begin with a capital letter. DSA/AC is proposing to amend to read International Symbol of Accessibility.

In **1133B.1.1.1.1** (Exception 2) cross-reference to 1117B.5 is incorrect. DSA/AC is proposing to amend Exception 2 by correcting the cross-reference to read '1117B.5.1 Item 2', for directional and information signs. In Exception 4 the cross-reference to 101.17.11 Item 4 is incorrect. DSA/AC is proposing to amend Exception 4 by correcting the cross-reference to read 'Item 5.'

Notes:

Proposed Amendment

PART 2 - CHAPTER 11B – ACCESSIBILITY TO PUBLIC BUILDINGS, PUBLIC ACCOMMODATIONS, COMMERCIAL BUILDINGS AND PUBLICLY FUNDED HOUSING

SECTION 1127B – EXTERIOR ROUTES OF TRAVEL

1127B.5 Curb Ramps.

1. General. Curb ramps shall be ...

2. Width of curb ramps. Curb ramps shall be ...

3. Slope of curb ramps. The slope of curb ramps shall not exceed 1 unit vertical to 12 units horizontal (8.33% slope). Transitions from ramps to walks, gutters, or streets shall be flush and free of abrupt changes. ~~except that curb ramps shall comply with Item 5 below.~~ Maximum slopes of adjoining gutters, road surface immediately adjacent to the curb ramp, or accessible route shall not exceed 1 unit vertical to 20 units horizontal (5% slope) within 4 feet (1219 mm) of the top and bottom of the curb ramp. The slope of the fanned or flared sides of curb ramps shall not exceed 1 unit vertical to 10 units horizontal (10% slope)

4. Level landing. A level landing 4 feet (1219 mm) deep ...

~~**5. Beveled lip.** The lower end of each curb ramp shall have a 1/2 inch (13 mm) lip beveled at 45 degrees as a detectable way finding edge for persons with visual impairment.~~

~~**5. 6. Finish.** The surface of each ...~~

~~**6. 7. Border.** All curb ramps ...~~

~~**7. 8. Detectable warnings.** A curb ramps shall have a detectable warning surface. The detectable warning surface shall be located so that the edge nearest the curb line is 6 inches (152 mm) minimum and 8 inches (203 mm) maximum from the curb line, and shall extend 36 inches (914 mm) in the direction of travel and the full width of the curb ramp. that extends the full width and depth of the curb ramp inside the grooved border when the ramp slope is less than 1 unit vertical to 15 units horizontal (6.7% slope). Detectable warnings shall consist of a surface of raised truncated domes aligned in a square grid pattern. Truncated domes shall have with a base diameter of nominal 0.9 inch (22.9 23 mm) to 1.4 inches (36 mm) maximum, a top diameter of 50% minimum of the base diameter to 65% maximum of the base diameter, and a height of 0.2 inches (5 mm). Domes shall have a center-to-center spacing of 1.6 inches (41 mm) minimum and 2.4 inches (61 mm) maximum, and a base-to-base spacing of 0.65 inches (16 mm) minimum, measured between the most adjacent domes on the square grid. at the base tapering to 0.45 inch (11.4 mm) at the top, a height of nominal 0.2 inch (5.08 mm) and a center-to-center spacing of nominal 2.35 inches (59.7 mm) in compliance with See Figure 11B-23A. "Nominal" here shall be in accordance with Section 12-11A and B-102, State Referenced Standards Code. The detectable warning surface shall contrast visually with adjoining surfaces, either light-on-dark or dark-on-light. The material used to provide contrast shall be an integral part of the walking surface. The domes may be constructed in a variety of methods, including cast in place or stamped, or may be part of a prefabricated surface treatment.~~

Only approved DSA/AC detectable warning products and directional surfaces shall be installed as provided in the California Code of Regulations (CCR), Title 24, Part 1, Articles 2, 3 and 4. Refer to CCR Title 24, Part 12, Chapter 12-11A and B, for building and facility access specifications for product approval for detectable warning products and directional surfaces.

NOTE: Detectable warning products ...

~~**8. 9. Obstructions.** Curb ramps shall be l....~~

~~**9. 10. Diagonal curb ramps.** If diagonal (or corner-type) curb ramps ...~~

NOTES: ...

Reason

In **1127B.5 (Curb Ramps)** item 3 (Slope of curb ramps) the reference to 'except that curb ramps shall comply with Item 5' in the 2nd sentence would be incorrect, as item 5 (Beveled lip) is proposed for repeal. Currently, the state standard for a beveled 1/2" lip at the lower end of each curb ramp (2001 CBC 1127B.5 Item 5) is in conflict with the federal standard (ADAAG 4.7.2) which requires the transition from ramps to gutters or streets be flush and free of abrupt changes. **Figure 11B-21 (Returned Curb Style)** is also amended to delete the reference to beveled lip. The state standard, which requires detectable warnings only when a curb ramp slope is less than 1:15 (2001 CBC 1127B.5 Item 8), differs with the federal standard which requires detectable warnings on curb ramps without reference to slope (ADAAG 4.7.7). DSA/AC is proposing to delete cross-reference in Item 3 and delete Item 5. With the deletion of Item 5 the remaining items are renumbered. Item 8 (Detectable Warnings) is amended to avoid conflict with federal standard.

1127B.5 #8 (Detectable Warnings)

The Department of Transportation is a designated agency responsible for enforcing the standards and implementing regulations of the ADA's Title II (State and Local Government Services). The Federal Highway Administration (FHWA) is the enforcement authority for overseeing pedestrian discrimination issues under the Title II implementing regulations

FHWA has expressed concern for projects that receive federal funds and related local projects that receive federal funding assistance. Their concern focuses on the current discrepancies between state and federal design requirements for curb ramps. FHWA has communicated to CALTRANS and to DSA the potential for California to lose federal funding based on these design discrepancies, and has stressed the utmost importance of conforming to the minimum federal standards.

In California, the discrepancies between state and federal curb ramp design requirements are well known. Currently, the state standard for a beveled 1/2" lip at the lower end of each curb ramp (2001 CBC 1127B.5 Item 5) differs from the federal standard (ADAAG 4.7.2), which requires the transition from ramps to gutters or streets be flush and free of abrupt changes. Also, the state standard, which requires detectable warnings only when a curb ramp slope is less than 1:15 (2001 CBC 1127B.5 Item 8), differs with the federal standard, which requires detectable warnings on curb ramps without reference to slope (ADAAG 4.7.7).

The US Access Board has revised the technical criteria for detectable warnings. The revised specifications are also responsive to concerns that had been raised about the impact of the truncated dome surface on wheelchair maneuvering. The Board believes that the revised specifications, which permit wider dome spacing, an in-line grid pattern, and smaller surface coverage at curb ramps (24 inches instead of the full ramp length), will further minimize disruptions or hazards to wheelchair traffic.

The technical criteria for detectable warnings in this proposed code change include revisions that both FHWA and the U.S. Access Board are encouraging over those currently specified. These revisions are considered by the Board to provide substantially equivalent or greater accessibility and usability for the range of pedestrian users as compared to the current provisions in ADAAG. These revised technical specifications are contained in the Draft Guidelines for Accessible Public Rights-of-Way (June 17, 2002) located at <http://www.access-board.gov/rowdraft.htm#1108> with additional FHWA information also located at <http://www.fhwa.dot.gov/environment/bikeped/dwm.htm>.

During discussions at a public meeting of the Division of the State Architect Advisory Board – Universal Design Committee, it appeared that consensus was reached regarding elimination of the 1/2" beveled lip, as it was acknowledged that the lip is inconsistent with federal standards. However, consensus was not reached regarding the depth of detectable warnings. While some meeting members preferred only 24" in depth (matching the proposed federal guideline), others preferred 36". Some offered a compromise of 24" for high slopes with 36" for low slopes, while others preferred a consistent dimension for all curb ramps. Thus, this lack of consensus primarily centers on the depth of detectable warnings among differing disability groups, for instance, persons who use mobility aids such as wheelchairs and walkers, and those who are blind or have vision impairments. The main argument for a 36" depth relates to research studies that indicate a slightly higher percentage of blind or visually impaired persons were able to detect the 36" warning surface, verses those that were able to detect 24". It appears that the proposed federal guideline of 24" may recognize that studies indicate that a majority of users were able to detect the 24" dimension, and that the 24" offers a compromise, balancing the needs of users of mobility aids with those who are blind or have vision impairments, and that detectable warnings are not the only warning cue to visually impaired pedestrians. Nevertheless, it should be noted that studies do indicate that the increased depth of 36" does become detectable to slightly more pedestrians than 24".

The California Council of the Blind (CCB) is a non-profit tax-exempt organization composed primarily of Californians who are blind or have low vision. The CCB recognizes that the studies do indicate a higher percentage of pedestrians are able to detect the 36" depth, and as such, CCB strongly advocates by resolution, the 36" minimum depth at all detectable warning locations.

Dome spacing and the distance between domes also appears to be at issue, in that the wider distance between domes allows an increased ability for the wheels of wheelchairs and walkers to travel between the domes. This ability is made possible by allowing a square grid (in-line) pattern, and is further enhanced by the increased distance between domes.

In recognizing the lack of consensus regarding detectable warnings at curb ramps, DSA suggests that the issues be presented and decided during rulemaking, a process where the public has the opportunity to comment, not only to DSA directly, but to the Universal Design Committee of the DSA Advisory Board, the DSA Advisory Board, the Building Standards Commission's Accessibility Code Advisory Committee and finally to the Building Standards Commission.

First, DSA begins by proposing a code change for the design of curb ramps which would bring the one particular design element into conformance with the current federal requirement: those transitions from ramps to walks, gutters, or streets shall be flush and free of abrupt changes (elimination of the ½" beveled lip).

Secondly, the current federal proposed design for detectable warnings now being encouraged by federal enforcing agencies is being proposed only as a starting point. By initially presenting the proposed federal guideline as a proposed CBC code change, DSA is not necessarily advocating any particular design standard, but rather recognizing that there is a significant movement at the federal level that most likely will result in substantial revisions to the design standards for detectable warnings. These revisions, which are the result of a decade of research and numerous studies, may be in some way or another, perceived as an increased benefit to some, and a decreased benefit to others. Not entirely unusual in situations where consensus is lacking.

Nevertheless, if departing from the current CBC design standard, whether California decides to align with the proposed minimum federal guideline, or move forward with design standards that exceed the minimum federal proposal, that decision is a subject for discussion, analysis, and subsequently rests within the rulemaking process.

Notes:

Proposed Amendment

PART 2 - CHAPTER 11B – ACCESSIBILITY TO PUBLIC BUILDINGS, PUBLIC ACCOMMODATIONS, COMMERCIAL BUILDINGS AND PUBLICLY FUNDED HOUSING

Related changes to 1127B.5 #5 and #8 -- Figures for Curb Cut Details Figures 11B-20A, 20B, 20C and 20D, Figure 11B-21 (Returned Curb Style), Figure 11B-23A (Truncated Domes) and 1133B.8.3 (Detectable Warning at Transit Boarding Platforms).

In Figures for Curb Cut Details 11B-20A, 20B, 20C and 20 D the cross reference to Sec. 1127B.5.10 is incorrect with the amendments in this rulemaking in 1127B.5. DSA/AC is amending the cross-reference in these Figures to read 1127B.5.9.

In Figure 11B-21(Returned Curb Style) the Beveled Lip ½" Max. Typ. is deleted to be consistent with the changes in 1127B.5 #5, which deletes the provision for beveled lip.

Figure 11B-23A(Truncated Domes) Figure amended to be consistent with the changes in 1127B.5 #8

- Truncated domes are amended to be aligned in a square grid pattern.
- Base diameter is amended to be 0.9 inches minimum to 1.4 inches maximum.
- Top diameter is amended to 50% of base minimum to 65% of base maximum.
- Domes are amended to have a center-to-center spacing of 1.6 inches minimum to 2.4 inches maximum.
- Base to base spacing is amended to 0.65 inches minimum.

1133B GENERAL ACCESSIBILITY FOR ENTRANCES, EXITS AND PATHS OF TRAVEL

1133B.8 Hazards.

1133B.8.3 Detectable warnings at transit boarding platforms. Transit boarding platforms shall have a detectable warning texture extending the full length of the loading area. This detectable warning texture shall have the following features:

Width 24 to 36 inches (610 mm to 914 mm) placed at the edge of the drop-off or safe area.

Durable, slip-resistant material having a surface texture composed of raised, truncated domes aligned in a square grid pattern. in a staggered pattern. Truncated domes shall have a base diameter of 0.9 inch (23 mm) minimum to 1.4 inches (36 mm) maximum, a top diameter of 50% minimum of the base diameter to 65% maximum of the base diameter, and a height of 0.2 inches (5 mm). Domes shall have a center-to-center spacing of 1.6 inches (41 mm) minimum and 2.4 inches (61 mm) maximum, and a base-to-base spacing of 0.65 inches (16 mm) minimum, measured between the most adjacent domes on the square grid. See Figure 11B-23A.

~~with a diameter of nominal 0.9 inch (22.9 mm) at the base tapering to 0.45 inch (11.4 mm) at the top, a height of nominal 0.2 inch (5.08 mm), and a center-to-center spacing of nominal 2.35 inches (59.7 mm) in compliance with Figure 11B-23A. "Nominal" as used here shall be in accordance with California State Referenced Standards Code Sections 12-11A and B-102. The detectable warning shall contrast visually with adjoining surfaces, either light on dark or dark on light. The material used to provide contrast shall be an integral part of the walking surface. Warning surfaces shall differ from adjoining walking surfaces in resiliency or sound on cane contact. This surface shall be reserved for warning.~~

Color yellow conforming to Federal Color No. 33538, as shown in Table IV of Standard No. 595B. Where the color value contrast between the yellow warning and the main walking surface is less than 70 percent, a 1 inch-wide (25 mm) black strip shall separate the yellow warning from the main walking surface. Contrast shall be determined by: Color yellow conforming to Federal Color No. 33538, as shown in Table IV of Standard No. 595B. Where the color value contrast between the yellow warning and the main walking surface is less than 70 percent, a 1 inch-wide (25 mm) black strip shall separate the yellow warning from the main walking surface. Contrast shall be determined by: Contrast = $[(B1-B2/B1)] \times 100$ percent where B1 = light reflectance value (LRV) of the lighter area and B2 = light reflectance value (LRV) of the darker area.

Only approved DSA/AC detectable warning products and directional surfaces shall be installed as provided in the California Code of Regulations (CCR), Title 24, Part 1, Articles 2, 3 and 4. Refer to CCR Title 24, Part 12, Chapter 12-11A and B, for building and facility access specifications for product approval for detectable warning products and directional surfaces.

NOTE: Detectable warning products and directional surfaces installed after January 1, 2001, shall be evaluated by an independent entity, selected by the Department of General Services, Division of the State Architect-Access Compliance, for all occupancies, including transportation and other outdoor environments, except that when products and surfaces are for use in residential housing evaluation shall be in consultation with the Department of Housing and Community Development. See Government Code Section 4460.

Reason

In **Figures for Curb Cut Details 11B-20A, 20B, 20C and 20 D** the cross reference to Sec. 1127B.5.10 is incorrect with the re-numbering amendments in this rulemaking in 1127B.5. DSA/AC is amending the re-numbering cross-reference in these Figures to read 1127B.5.9.

In **Figure 11B-21 (Returned Curb Style)** the Beveled Lip ½" Max. Typ. Is deleted to be consistent with the changes in 1127B.5 #5, which deletes the provision for beveled lip.

In **Figure 11B-23A (Truncated Domes)** Figure amended to be consistent with the changes in 1127B.5 #8

- Truncated domes are amended to be aligned in a square grid pattern.
- Base diameter is amended to be 0.9 inches minimum to 1.4 inches maximum.
- Top diameter is amended to 50% minimum of base to 65% maximum of base.
- Domes are amended to have a center-to-center spacing of 1.6 inches minimum to 2.4 inches maximum.
- Base to base spacing is amended to 0.65 inches minimum.

In **1133B.8.3 (Detectable warnings at transit boarding platforms)** the provisions as published would not be consistent with the proposed changes in this rulemaking to 1127B.5 #8. DSA/AC is proposing to amend 1133B.8.3 to be consistent with 1127B.5 #8.

Notes:

Proposed Amendment

PART 2 - CHAPTER 11B – ACCESSIBILITY TO PUBLIC BUILDINGS, PUBLIC ACCOMMODATIONS, COMMERCIAL BUILDINGS AND PUBLICLY FUNDED HOUSING

SECTION 1129B – ACCESSIBLE PARKING REQUIRED

1129B.2 Less Than Five Spaces. *When less than five parking spaces are provided at buildings and facilities subject to these regulations, one shall be ~~14 feet (4267 mm)~~ 17 feet (5,181.6 mm) wide and lined to provide a 9-foot (2743 mm) parking area and a ~~5-foot (1524 mm)~~ 8-foot (2,438.4 mm) loading and unloading area. However, there is no requirement that the space be reserved exclusively or identified for use by persons with disabilities only.*

Reason

In **1129B.2 (Less Than Five Spaces)** the parking space width dimension of 14 feet and providing a 5-foot loading and unloading area are incorrect which conflict with section 1129B.4 (Parking Space Size) for van space(s). DSA/AC is proposing to correct 1129B.2 to clarify “when less than five parking spaces are provided at buildings and facilities one shall be 17 feet wide and lined to provide a 9-foot parking area and an 8-foot loading and unloading area.”

1129B.4 is a little more restrictive than the Revision of ADA and ABA Accessibility Guidelines which says: “208.3 *Identification*. Accessible parking spaces shall be identified by signs complying with 502.6. EXCEPTIONS: 1. Where a total of five or fewer parking spaces are provided, identification complying with 502.6 shall not be required.”

Notes:

Proposed Amendment

PART 2 - CHAPTER 11B – ACCESSIBILITY TO PUBLIC BUILDINGS, PUBLIC ACCOMMODATIONS, COMMERCIAL BUILDINGS AND PUBLICLY FUNDED HOUSING

SECTION 1129B – ACCESSIBLE PARKING REQUIRED

1129B.4 Parking Space Size. Accessible parking spaces shall be located as near as practical to a primary entrance and shall be sized as follows:

1. **Dimensions.** Where single spaces are provided, they shall be 14 feet (4267 mm) wide and outlined to provide a 9-foot (2743 mm) parking area and a 5-foot (1524 mm) loading and unloading access aisle. When more than one space is provided in lieu of providing a 14-foot-wide (4267 mm) space for each parking space, two spaces can be provided within a 23-foot-wide (7010 mm) area lined to provide a 9-foot (2743 mm) parking area on each side of a 5-foot (1524 mm) loading and unloading access aisle in the center. The minimum length of each parking space shall be 18 feet (5486 mm). The words NO PARKING shall be painted on the ground within each five-foot (1524 mm) loading and unloading access aisle. This notice shall be painted in white letters no less than 12 inches (~~154 mm~~ 305 mm) high and located so that it is visible to traffic enforcement officials. See Figure 11B-18A.
2. **Van space(s).** One in every eight accessible spaces, but not less than one, shall be served by an access aisle 96 inches (2438 mm) wide minimum placed on the side opposite the driver's side when the vehicle is going forward into the parking space and shall be designated van accessible as required by Section 1129B.5. All such spaces may be grouped on one level of a parking space and shall be designated van accessible as required by Section 1129B.5. All such spaces may be grouped on one level of a parking structure. The words NO PARKING shall be painted on the ground within each eight-foot (2438 mm) loading and unloading access aisle. This notice shall be painted in white letters no less than 12 inches (~~154 mm~~ 305 mm) high and located so that it is visible to traffic enforcement officials. See Figure 11B-18B.
3. **Arrangement of parking space.** In each parking area, a bumper or curb shall be provided and located to prevent encroachment of cars over the required width of walkways. Also, the space shall be so located that persons with disabilities are not compelled to wheel or walk behind parked cars other than their own. Pedestrian ways which are accessible to persons with disabilities, shall be provided from each such parking space to related facilities, including curb cuts or ramps as needed. Ramps shall not encroach into any accessible parking space or the adjacent access aisle. ~~This~~ The maximum cross slope in any direction of an accessible parking space and adjacent access aisle shall not exceed 2%.

EXCEPTIONS: See Figures 11B-18A through 11B-18C.

1. Where the enforcing agency determines that compliance with any regulations of this section would create an unreasonable hardship, a variance or waiver may be granted when equivalent facilitation is provided.

2. Parking spaces may be provided which would require a persons with a disability to wheel or walk behind other than accessible parking spaces when the enforcing agency determines that compliance with these regulations or providing equivalent facilitation would create an unreasonable hardship.

NOTE: See Section 101.17.11, Item 5 ~~Item 4~~.

4. **Slope of parking space.** Surface slopes of accessible parking spaces shall be the minimum possible and shall not exceed 1 unit vertical to 50 units horizontal (2% slope) in any direction.

Related Changes to 1129B.4

Figures 11B-18A, B and C are unclear as to where the words "NO PARKING" are to be placed within the loading and unloading access aisle. Proposing to amend Figures 11B-18A, 18B, and 18C to more clearly identify that at the bottom of the loading and unloading access aisle the words NO PARKING shall be painted on the ground within each eight-foot (2438 mm) loading and unloading access aisle. The dimension of where to begin measuring for the 9' stall width is unclear. Figures are amended to include that the stall dimension is to the centerline of the stripe for other than unloading and loading access aisle striping. Figures are included at the end of the Express Terms.

Reason

In **1129B.4 (Parking Space Size) #1 & #2** cross-reference to 154 mm is incorrect. DSA is proposing to correct the cross-references in #1 and #2 to read 305 mm. In #3 the word 'This' in the last sentence is incorrect. DSA/AC is proposing to correct the word to read 'The' in the last sentence. In #3 in the Note the cross-reference to "Section 101.17.11, Item 4" is incorrect. DSA/AC is proposing to correct cross-reference to read 101.17.11 Item 5.

Related Changes to 1129B.4

Figures 11B-18A, B and C are unclear as to where the words "NO PARKING" are to be placed within the loading and unloading access aisle. DSA/AC is proposing to amend Figures 11B-18A, 18B, and 18C to more clearly identify that at the bottom of the loading and unloading access aisle the words NO PARKING shall be painted on the ground within each loading and unloading access aisle in 12" high letters minimum. Figures are also amended to correct any incorrect inches designation to feet, where appropriate. The dimension of where to begin measuring for the 9' stall width is unclear. Figures are amended to include that the stall dimension is to the centerline of the stripe for other than unloading and loading access aisle striping. Figures are included at the end of the Express Terms.

Notes:

Proposed Amendment

PART 2 - CHAPTER 11B – ACCESSIBILITY TO PUBLIC BUILDINGS, PUBLIC ACCOMMODATIONS, COMMERCIAL BUILDINGS AND PUBLICLY FUNDED HOUSING

SECTION 1133B – GENERAL ACCESSIBILITY FOR ENTRANCES, EXITS AND PATHS OF TRAVEL

1133B.5 Ramps.

1133B.5.2 Width.

1133B.5.2.2 Entrance and special occupancy. *Pedestrian ramps serving entrances to buildings where the ramp is the only exit discharge path and ~~or~~ serves an occupant load of 300 or more shall have a minimum clear width of 60 inches (1524 mm). Ramps serving Group R Occupancies may be 36 inches (914 mm) clear width when the occupant load is 50 or less.*

Reason

In **1133B.5.2.2 (Entrance and special occupancy)** incorrect grammar was adopted during the 2001 code adoption cycle. At that time the goal was, to restate that when there is an occupant load of 300 or more and if the ramp is the only exit path, the ramp should be wider to accommodate the increased occupant load and to function as a combined exit path for all occupants, including persons with disabilities.

DSA/AC is proposing to correct the grammar in 1133B.5.2.2 by changing the word “or” to “and”, which would properly clarify DSA original intent in amending 1133B.5.2.2. Once amended 1133B.5.2.2 will be correctly interpreted to mean that when a ramp is provided in addition to an adjacent or adjoining stairway, a wider ramp is not necessary or required to accommodate all occupants. This proposed amendment would not conflict with the ADA Accessibility Guidelines for Buildings and Facilities (ADAAG) Section 4.8.3 ‘Clear Width’, which provides the minimum clear width of a ramp shall be 36 inches (915 mm) minimum.

Notes: